



NORTHEAST OHIO AREA WIDE COORDINATING AGENCY M E M O R A N D U M

TO: Bicycle and Pedestrian Advisory Council Members

Samuel Alai, Mayor, City of Broadview Heights
Joyce Braverman, Director, Planning Department, City of Shaker Heights
Mike Challenger, Sustainability Coordinator, Lorain County
Andrew Cross, Traffic Engineer, City of Cleveland
Timothy DeGeeter, Mayor, City of Parma
James W. Dvorak, Commissioner, Geauga County
Erin Fink, Lake County Engineer Representative
Leslie Farley, ODOT District 3
Marka Fields, Chief City Planner, Cleveland City Planning Commission
Rob Hillard, City Manager, City of Oberlin
William F. Hutson, Commissioner, Medina County
Martin Keane, Councilman, Ward 17, City of Cleveland
David E. Marquard, Design and Construction Administrator, Cuyahoga County Depart. of Public Works
Sean McDermott, Chief Planning and Design Officer, Cleveland Metroparks
Calley Mersmann, Bicycle and Pedestrian Coordinator, Cleveland City Planning Commission
Allen Pennington, Engineer, City of Mentor
Anthony Ratajczak, Medina County Bicycling Community
David Short, ODOT District 12
Timothy Smith, Founder, Medina County Bicycle Task Force
James M. Sonnhalter, Manager of Planning, Cuyahoga County Planning Commission
Robert Stefanik, Mayor, City of North Royalton
Michael Summers, Mayor, City of Lakewood
Jacob VanSickle, Executive Director, Bike Cleveland
Richard Wong, Planning Director, City of Cleveland Heights
James Ziemnik, Director, Lorain County Metro Parks

FROM: Andrew Cross, Chair

DATE: August 9, 2019

**RE: Bicycle and Pedestrian Advisory Council
Friday, August 16, 2019 from 10:30 a.m. to noon**

**NOACA Offices
1299 Superior Avenue, Cleveland, Ohio**

I look forward to seeing you on ***Friday, August 16th 2019 at 10:30 a.m. at the NOACA offices.***



NOACA Bicycle and Pedestrian Advisory Council
Friday, August 16, 2019 – 10:30 a.m. - 12:00 p.m.
NOACA Offices – 1299 Superior Avenue
Cleveland, Ohio 44114
Phone: (216) 241-2414; website: www.noaca.org

AGENDA

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NEXT MEETING: Friday November 15, 2019 – 10:30 a.m. - 12:00 p.m.

Agenda Item
No. 1

MINUTES



Bicycle and Pedestrian Advisory Council Meeting

May 17, 2019

NOACA Offices

1299 Superior Avenue, Cleveland, Ohio 44114

Present: Please see the attached attendance record.

Mr. Andrew Cross, Chair of the Bicycle and Pedestrian Advisory Council (BPAC), convened the meeting at 10:30 a.m.

Meeting Minutes

A motion was made by Mr. Richard Wong to approve the minutes of the BPAC meeting held on February 15, 2019. The motion was seconded by Mr. Brian Higgins. The motion passed by voice vote.

Public Comments

No public comments were made at this meeting.

Chair's / Executive Director's Report

No report was presented at this meeting.

Announcements

Ms. Kathy Sarli made the following announcements:

- NOACA is accepting 2019 Congestion Mitigation and Air Quality (CMAQ) program applications through May 31, 2019 for SFY 2025.
- Transportation Review Advisory Council (TRAC) is accepting applications through May 31, 2019.

ACTION ITEMS

No action items were presented at this meeting.

PRESENTATION / DISCUSSION ITEMS

Project Planning Reviews (PPRs) / Intergovernmental Review and Consultation (IGRC); 1st Quarter State Fiscal Year (SFY) 2020

Mr. Mike Kubek provided background on PPR and reviewed the following projects:

- CUY – 43-1.98 (Widening Aurora Road from Solar Shopping Center Drive to Liberty Road) – This project involves the following roadway improvements: pavement resurfacing, minor widening, new traffic signal at Portz Parkway, multi-use path on the south side, bike lane westbound (5' sidewalk) on the north side, new water line and

storm sewer. The total cost of this project is \$8.1 million. No NOACA funds will be used. Construction is expected to begin in FY 2021.

Mr. Cross suggested that the sponsor reduce the 2, 13-foot general purpose lanes to 12 feet, take the extra 2 feet and add them to the westbound bike lane.

Mr. Jim Ziemnik asked if 13 feet is sufficient for truck traffic. Mr. Kubek said yes.

Mr. Ziemnik said a buffered bike lane would provide cyclists with an extra level of safety.

Mr. Nick Gorris suggested combining the bike lane and the walk on the left to create a shared use path to make it safer for children in the residential area. He said the cost of the roadway infrastructure could be reduced.

Mr. Cross said Mr. Gorris' suggestion is worth exploring since there are not many opportunities for people to cross Aurora Road to get to the trail on the south side.

Ms. Calley Mersmann suggested having signing and/or centerline striping on the new multi-use path. She said if the additional shared use augmentation is not added, it might be helpful to know if the southern trail is intended to be a two-way bicycle facility.

Mr. Cross stated that if the sponsor puts in a shared use path on the north side, they should consider reducing the 13-foot lanes to 12 feet and add an extra foot to the buffer on each side so trail users feel more comfortable.

- Laketran Bus Replacement – Laketran is planning to purchase a new 35-foot zero emissions battery electric transit bus that costs \$783,500. Funds for the bus will come from the Diesel Emissions Reduction Grant (DERG) program and Laketran. No NOACA funds will be used.

Bike Map Update

Mr. Andrew Stahlke announced that the Lake County bike map has been completed. He noted that maps have been printed out in the following quantities for 4 of the 5 counties in the NOACA region:

<u>County</u>	<u>Quantity</u>
Cuyahoga	41,500
Lake	10,000
Lorain	13,000
Medina	5,000

Mr. Stahlke reviewed the process, common and unique map elements, and the project schedule for the Geauga County map that is in the process of being updated.

Mr. Stahlke stated that staff will gather Geauga County roadway and trail data from engineers and planners and create the first draft Level of Traffic Stress for Geauga County roadways.

ODOT Strategic Highway Safety Plan (SHSP) – Improving Pedestrian and Bicycle Safety

Mr. Kubek reviewed the following items included in the ODOT SHSP:

- National Issue - U.S. Pedestrian Fatalities: 1990-2018
- Fatal pedestrian crashes
- Pedestrian fatalities and locations
- Top pedestrian crash types (2018)
- Overview of bicycle crashes
- Fatal bicycle crashes
- Bicycle fatalities and locations
- Top bicycle crash types (2014-2018)
- Proven safety countermeasures
- Active transportation program areas
- Implementation and funding, AT project funding
- Multi-modal design guide
- State and U.S. Bike Route System
- Education and encouragement
- Driver education curriculum
- Your Move Ohio Resources
- Active Transportation Academy

Mr. Anthony Ratajczak asked how ODOT will respond to the threat to bicyclists from semi-autonomous and autonomous vehicle operation. He said a lot of new cars have adaptive cruise control and lane departure control, which allow a motorist to take their hands off the steering wheel to do something else while they are driving. He noted that bicyclists are not detected by the sensors, making it unsafe for them to use the full lane.

Ms. Leslie Farley stated that ODOT has a partnership with DriveOhio; the automobile industry is responsible for the development of autonomous vehicles; and Ohio has not passed any regulations on the new technology.

Mr. Ratajczak referenced an article in the AAA Magazine about semi-autonomous vehicle operation. In the article, it was pointed out that salesmen do not know enough about the technology to explain it to prospective buyers and alert them to the shortcomings of the system. He noted that owners of vehicles that have semi-autonomous features were asked what they would be doing if they had both adaptive cruise control and lane departure control, 26% of drivers said they would be doing something else, which is a real threat to bicyclists. He stated that more infrastructure is needed for bicyclists that is not part of the roadway.

Mr. Cross stated that car manufacturers need to go back to the drawing board if autonomous vehicles cannot see cyclists and pedestrians. He said it was not realistic for every road in Ohio to have off-road facilities since the money is not there. He said he hopes legislators and regulators are making sure the systems take into account all road users, not just motorists.

Mr. Jacob VanSickle stated that the League of American Bicyclists has been pushing legislators to pass a law requiring autonomous vehicles pass a vision test to recognize cyclists and pedestrians. He said he would think ODOT would follow laws for autonomous vehicles passed by the Federal Government.

Mr. VanSickle stated that physical separation of bicycles is a plus if there are autonomous vehicles on major arterials.

Mr. Cross stated that infrastructure alone cannot solve this issue. He said he was not confident an autonomous vehicle would see a cyclist when making a left turn if it cannot see a cyclist right in front of it. He said a technological solution needs to be strenuously tested before autonomous vehicles are all over the roads.

Mr. Ziemnik asked BPAC members to reach out to their local engineers and legislators and ask them to submit resolutions to the state so the U.S. Bike Route will be in communities throughout

the state. He noted that ODOT will not put up signage and designate the bike routes until all the resolutions have been submitted to the state.

Mr. Ziemnik talked about eBikes being used on trails and possibly causing a problem in the future.

ACTIVATE – NOACA's Pedestrian and Bike Plan

Ms. Katie Sieb reviewed the following planning process phases: project launch (3 months), regional profile (9-12 months), action plan and local tools (6-9 months).

Ms. Sieb asked BPAC members, who read the survey included in the meeting packet, to share their thoughts.

Ms. Mersmann said she liked that the survey asked for attitudes and perceptions around funding and implementation decisions.

Mr. Ratajczak said the survey is too long, has too many irrelevant questions, and not much information is obtained from the person taking the survey.

Ms. Sara Maier said she did not see any questions on the NOACA survey that relate to a national survey to see how this region is trending with others. She noted that the NOACA survey has no options.

Ms. Joyce Braverman commented that the survey should direct people to questions they know something about.

BPAC members were asked to take the survey at this meeting. Members provided the following comments after completing the survey:

- Responses made by BPAC will be different from other people who take the survey
- Questions 15 and 16 are confusing, cumbersome and oddly numbered
- Many of the questions on the survey are bike related – the survey should include more pedestrian related questions
- The survey is too long and will not provide the statistical data that staff may want
- The survey should be vetted by another party, maybe Cleveland State University
- The survey is fine – staff should let BPAC members know how they can help distribute it
- Ask people if they own a bike at the beginning of the survey
- Reword Question 9 so it is clear
- The questions that have yes or no options should also include rarely, sometime and often
- Think about the reading ability of different populations and make the questions more simplistic
- Question 3 is confusing
- Separate sidewalks from bike trails in Question 5
- Add the option “all of the above” to some of the questions
- Create two surveys: one for people who live in urban areas and one for people who live in rural areas
- Create a short form for a wider reach and a longer form for a fewer number of people
- Add an option to Question 10 to find out if people use bikes out of need or recreation – give people the option to provide specific locations

- Question 14 seems like a throw away because everything in the NOACA region is technically within walking distance
- The survey should include questions on parking – people will not commute to a location unless their bikes can be secured
- The survey should not just be online – some people do not use or have access to a computer – distribute the survey to businesses, such as grocery stores
- Give people the option to explain why they do not bike, walk or drive

Ms. Sieb stated that the survey is just one of the elements staff will use to activate the process. She noted that staff will be holding workshops, as well. She mentioned that people are asked to provide their location on the survey, so staff can use that information to determine where to focus its efforts.

Old Business

Mr. VanSickle asked staff to provide an update on the NOACA Complete and Green Streets Policy. Ms. Sarli said the policy is still under development.

Mr. VanSickle congratulated the City of Cleveland Heights for being recognized by Smart Growth America for having the best complete streets policy in the country.

New Business

No new business was discussed at this meeting.

Adjournment

Mr. Cross stated that the next BPAC meeting will be held at the NOACA offices on August 16, 2019 at 10:30 a.m. There being no further business, the meeting was adjourned at 11:50 a.m.



NOACA BICYCLE AND PEDESTRIAN COUNCIL 2019 Attendance

MEETING DATES	02/15/19	05/17/19	08/16/19	11/15/19
Cuyahoga County				
Samuel Alai, Mayor City of Broadview Heights David Schroedel, Alternate	A	A		
Joyce Braverman, Planning Department Director, City of Shaker Heights Ann Klavora, Alternate	A	X		
Timothy DeGeeter, Mayor City of Parma Brian Higgins, Alternate	A	A		
David E. Marquard, P.E., P.S., Design and Construction Administrator Cuyahoga County Dept of Public Works Paul Ciupa, Alternate	A	A		
Sean McDermott, Chief Planning and Design Officer Cleveland Metroparks Sara Maier, Alternate	A	A		
James M. Sonnhalter, Planning Manager Cuyahoga Planning Commission Michael Mears, Alternate	X	X		
Robert Stefanik, Mayor City of North Royalton Thomas Jordan, Alternate	A			
Michael Summers, Mayor City of Lakewood Alex Harnocz, Alternate		A		
Richard Wong, Planning Director City of Cleveland Heights Joe Kickel, Alternate	A	X		
Geauga County				
James W. Dvorak, Commissioner, Geauga County Nicholas Gorris, Alternate	A	A		
Lake County				
Erin Fink, P.E. Lake County Engineer Representative	X			
				1 - 7

MEETING DATES	02/15/19	05/17/19	08/16/19	11/15/19
Allen Pennington, Engineer City of Mentor	X			
Lorain County				
Mike Challender, Sustainability Coordinator, Lorain County				
Rob Hillard, City Manager, City of Oberlin		X		
James Ziemnik, Director Lorain County Metroparks	X	X		
Medina County				
William F. Hutson, Commissioner				
Anthony Ratajczak Medina County Bicycling Community	X	X		
City of Cleveland				
Andrew Cross, Traffic Engineer City of Cleveland	X	X		
Marka Fields, Chief City Planner, Cleveland City Planning Commission	X	X		
Martin Keane, Councilman, Ward 17 City of Cleveland Kevin Kelley, Alternate				
Calley Mersmann Bicycle and Pedestrian Coordinator, Cleveland City Planning Commission	X	X		
Ohio Department of Transportation (ODOT)				
Leslie Farley, ODOT District 3 Phil Gabel, Alternate	X	X		
David Short, ODOT District 12 Melinda Bartizal, Alternate	X	A		
Additional Members				
Tim Smith, Founder, Medina County Bicycle Task Force				
Jacob VanSickle, Executive Director Bike Cleveland	X	X		

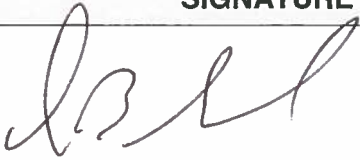




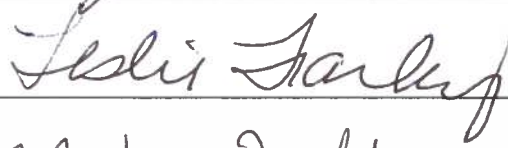

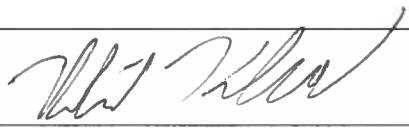
X - Member present




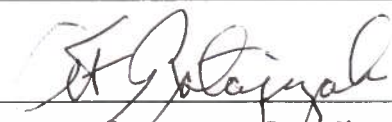

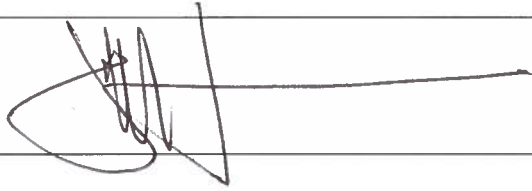

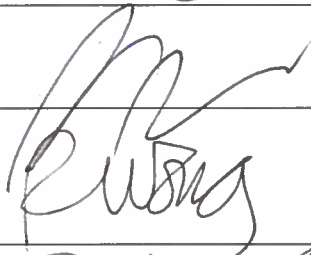
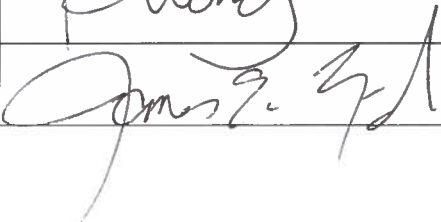
A - Alternate present



Bicycle and Pedestrian Advisory Council
May 17, 2019, 10:30 a.m. – Noon

Member Sign-in Sheet

MEMBER	SIGNATURE
Samuel Alai, Mayor City of Broadview Heights David Schroedel, Alternate	
Joyce Braverman, Planning Department Director City of Shaker Heights Ann Klavara, Alternate	
Mike Challender, Sustainability Coordinator, Lorain County	
Andrew Cross, P.E., PTOE, Traffic Engineer City of Cleveland	
Timothy DeGeeter, Mayor City of Parma Brian Higgins, Alternate	
James W. Dvorak, Commissioner, Geauga County Nicholas Gorris, Alternate	
Leslie Farley, ODOT District 3 Phil Gabel, Alternate	
Marka Fields, Chief City Planner, Cleveland City Planning Commission	
Erin Fink, P.E. Lake County Engineer Representative	
Rob Hillard, City Manager, City of Oberlin	
William F. Hutson, Commissioner Medina County	
Martin Keane, Councilman, Ward 17 City of Cleveland Kevin Kelley, Alternate	

MEMBER	SIGNATURE
David E. Marquard, P.E., P.S., Design and Construction Administrator Cuyahoga County Department of Public Works Paul Ciupa, Alternate	
Sean McDermott, Chief Planning and Design Officer Cleveland Metroparks Sara Maier, Alternate	
Calley Mersmann, Bicycle and Pedestrian Coordinator, Cleveland City Planning Commission	
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Robert Stefanik, Mayor City of North Royalton Thomas Jordan, Alternate	
Michael Summers, Mayor City of Lakewood Alex Harnocz, Alternate	
Jacob VanSickle, Executive Director Bike Cleveland	
Richard Wong, Planning Director City of Cleveland Heights Joe Kickel, Alternate	
James Ziemnik, Director Lorain County Metroparks	

PUBLIC INVOLVEMENT

**Agenda Item
No. 3**

CHAIR'S/EXECUTIVE DIRECTOR'S REPORT

Agenda Item
No. 4

ACTION ITEMS

PRESENTATIONS/DISCUSSION ITEMS



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Bicycle and Pedestrian Advisory Council

FROM: Kathleen Sarli, Director of Planning

DATE: August 9, 2019

RE: **Project Planning Reviews (PPRs)/ Intergovernmental Review and Consultation (IGRC); 2nd Quarter State Fiscal Year 2020**

ACTION REQUESTED

No action is requested at this time. This item is included for information and presentation.

BACKGROUND/JUSTIFICATION

Attached are PPR summary documents for the proposed projects to be presented to the NOACA Transportation Subcommittee, Planning and Programming Committee and Executive Committee for review and recommendation.

NOACA's Board approved Regional Transportation Investment Policy requires that all proposed federal-aid transportation projects be processed through PPR in order to meet NOACA's adopted goals and federal requirements.

PPR consists of four levels of review: NOACA staff; Board, including committees, subcommittees, and Councils; intergovernmental review and consultation (IGRC); and public involvement. The end product of PPR is a Board resolution that certifies that the project has had thorough review, allowing the project to proceed to the programming stages of the planning process.

As part of the PPR process, a detailed summary of the proposed improvement and staff and committee assessment of the project are posted on NOACA's website, www.NOACA.org. A link to the PPRs is included on the home page by clicking the 'Comment on Projects' button. Staff adds comments obtained from the public, governmental organizations and NOACA committees as they are received. Proposed projects are posted on the website for three months, allowing adequate time for review and comment.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Pending Board approval, the project sponsor will be notified that their project has completed PPR. NOACA staff will work with the project sponsor to address any planning issues identified during PPR.

KS/em/8227c

Attachments: Project Summaries

Roadway Projects in Cuyahoga County

History/Background: These projects are included in ODOT District 12's Program.

Title: Major rehabilitation of I-77 in Cuyahoga Heights, Newburgh Heights and Cleveland

Sponsor: Ohio Department of Transportation (ODOT) District 12

Estimated Total Cost: \$71,240,703

Proposed Source of Federal Funds: ODOT

- **CUY IR-77 - 11.21 MAJOR REHAB: PID No. 105743** - This project involves replacing the pavement on I-77 from approximately the CSX bridge to Broadway Avenue (SR-14), in Cuyahoga Heights, Newburgh Heights and Cleveland (location map). Work will include replacing the median barrier, upgrading the drainage, and widening the shoulders where possible. The project's estimated total cost, provided by the sponsor, is \$71,240,703. The estimated cost of preliminary engineering preliminary development (PEPD) is \$2,165,703. The estimated cost of preliminary engineering detailed design (PEDD) is \$1,025,000. The estimated cost of construction (CO) is \$68,000,000. The estimated cost of construction engineering (CE) is \$50,000. The project will be fully funded with Multi-Lane Major Rehabilitation Program funds and ODOT District Preservation funds for award in October 2021.

Project Name: CUY IR 77 / MILLER RD INTERCHANGE

Sponsor: City of Brecksville

PID No.: 104983

Estimated Cost: \$4,900,000 (PEPD, PEDD and RW)

Proposed Source of Federal Funds: TRAC

- **CUY IR-77/Miller Rd Interchange** – This project involves completing the existing partial diamond interchange at I-77 and Miller Road by adding a northbound (NB) exit ramp and a southbound (SB) entrance ramp; adding an auxiliary lane between new SB entrance ramp and the IR-80 exit ramp; widening of Miller Road to provide left-turn lanes including structure widening; and adding dual westbound (WB) right turn lanes onto the IR-77 NB entrance ramp. The combined estimated cost of PEPD, PEDD and RW, provided by the sponsor, is \$4,900,000. The estimated cost of PEPD is \$3,040,000. The estimated cost of PEDD is \$760,000. The estimated cost of RW is \$1,100,000. The PEPD, PEDD and RW will be funded with TRAC funds and local funds. The sponsor will apply to the TRAC for construction (C) funding in the future; at which time the construction phase will be considered for plan and TIP amendment.

Title: Major rehabilitation of I-90 in Rocky River, Lakewood and Cleveland

Sponsor: Ohio Department of Transportation (ODOT) District 12

Estimated Total Cost: \$103,442,400

Proposed Source of Federal Funds: ODOT

- **CUY IR-90 - 6.83 MAJOR REHAB: PID No. 76779** - This project involves replacing the existing pavement along I-90, from the Hilliard Exit ramp bridge to I-71 in Rocky River, Lakewood and Cleveland (location map). Work will include sections of median barrier replacement and lowering the pavement under several structures for vertical clearance. The project's estimated total cost, provided by the sponsor, is \$103,442,400. The estimated cost of preliminary engineering preliminary development (PEPD) is \$4,141,440. The estimated cost of preliminary engineering detailed design (PEDD) is \$3,024,960. The estimated cost of construction (CO) is \$96,000,000. The estimated cost of construction engineering (CE) is \$276,000. The project will be fully funded with Multi-

Lane Major Rehab Program funds and ODOT District Preservation funds for award in January 2024.

Title: Construction of Noise Barrier along I-271 in Pepper Pike

Sponsor: Ohio Department of Transportation (ODOT) District 12

Estimated Total Cost: \$1,453,733

Proposed Source of Federal Funds: ODOT

- **CUY IR 271 10.24 NOISE BARRIER: PID No. 108655** - The proposed project involves constructing approximately 3,200 feet of noise barrier along IR-271, from 0.09 mile north of North Woodland Road to Cedar Road, in Pepper Pike (location map). The project's estimated total cost, provided by the sponsor, is \$1,453,733. The estimated cost of preliminary engineering detailed design (PEDD) is \$253,733. The estimated cost of construction (C) is \$1,200,000. The estimated cost of construction engineering (CE) is \$25,000. The project will be funded with Major/New Construction funds and ODOT District Preservation funds for award in April 2020.

Staff Comment (Summary):

CUY IR-77 - 11.21 MAJOR REHAB: PID No. 105743:

RECOMMENDATION:

- Staff recommends the sponsor refer to ODOT Managed Lane study for recommendations concerning hard shoulder running and consider evaluating if feasible.
- Staff recommends the sponsor refer to ODOT Managed Lane study for recommendations concerning ramp metering and consider implementing ramp metering to improve flow for I-77 mainline travel lanes.
- Staff recommends not amending the construction (CO) phase of the project to the TIP until the Feasibility Study is completed and shared with regional stakeholders.

CUY IR-90 - 6.83 MAJOR REHAB: PID No. 76779:

RECOMMENDATION:

- Staff recommends the sponsor consider widening inside shoulder where feasible to support bus use as described in 2015 study evaluating bus-on-shoulder operation as an Active Travel Demand Model (ATDM) strategy. The sponsor may have to consider lane reductions at bridges.
- Staff recommends the sponsor consider ramp metering as a safety and congestion management strategy as suggested in ATDM study.
- Staff recommends the sponsor consider implementing countermeasures recommended at interchanges in recent safety studies at log points 9.09 and 11.85.
- Staff recommends not amending the construction (CO) phase of the project to the TIP until the Feasibility Study is completed and shared with regional stakeholders.

CUY IR 77 / MILLER RD INTERCHANGE

CONDITION:

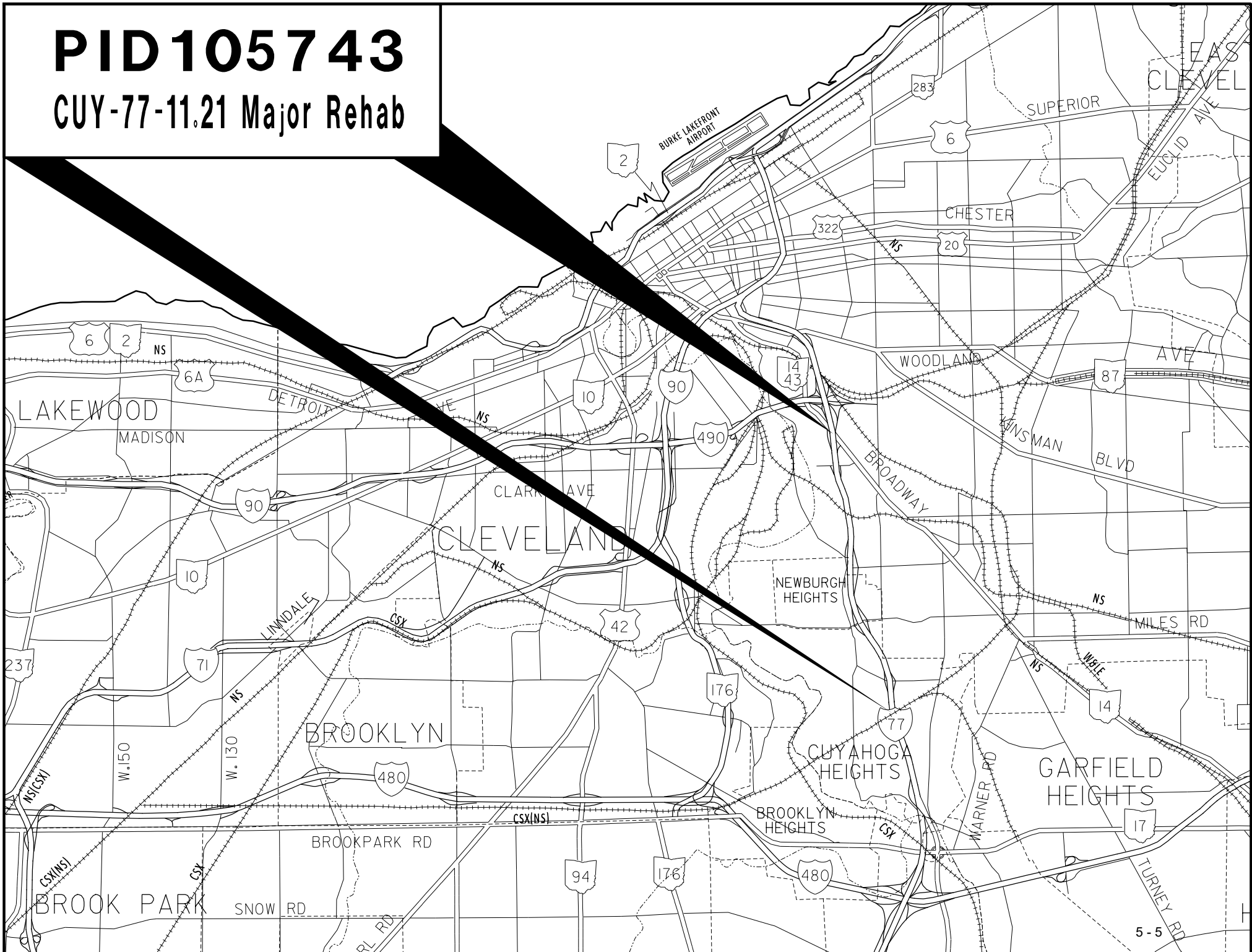
- As per NOACA policy, the sponsor must provide a feasibility study or alternatives evaluation report or the completed Interchange Modification Study (IMS).

Committee Review:

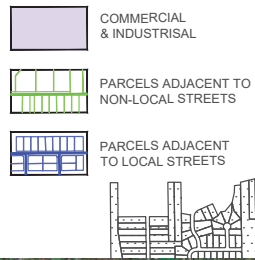
Intergovernmental Review and Consultation (IGRC):

Public Involvement:

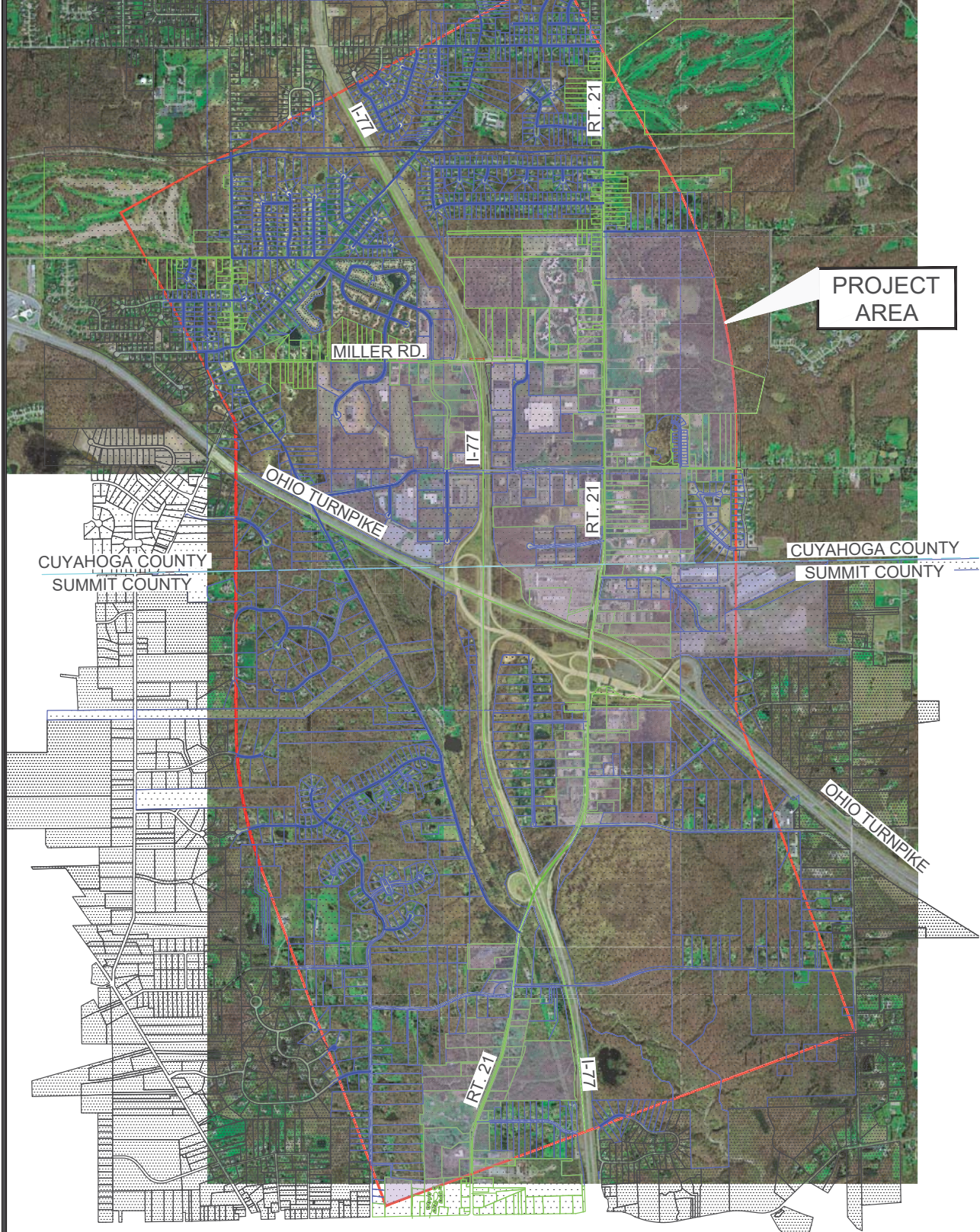
CUY-77-11.21 Major Rehab



LEGEND

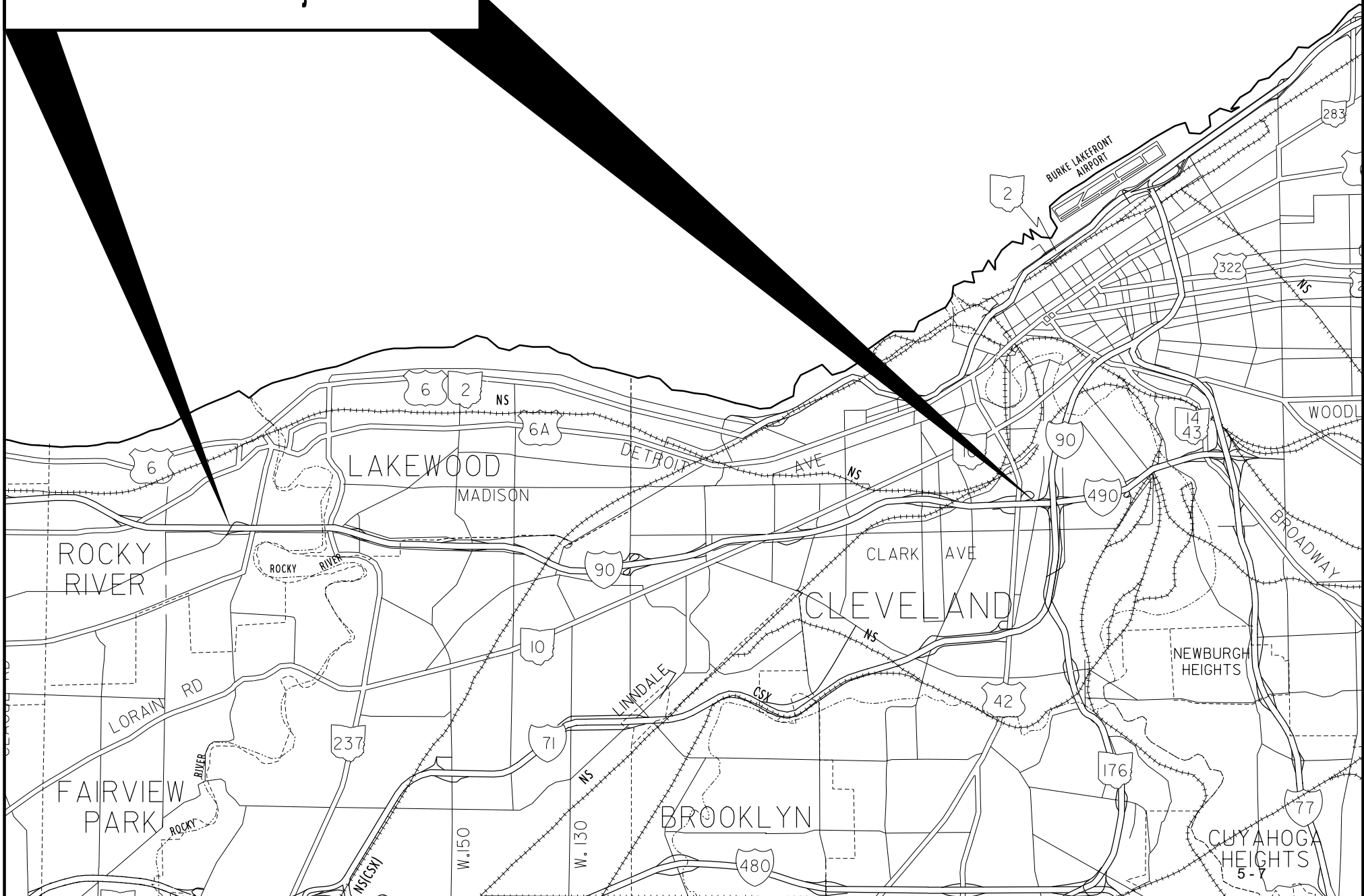


ROAD NETWORK AND LAND USE MAP



PID 98063

CUY-90-6.83 Major Rehab



CUY-271-10.24 Noise Barrier



RTA Fiscal Year 2020 Capital Grant Program

Sponsor: RTA

Estimated Total Cost: \$54,519,373

Proposed Source of Federal Funds: Federal Transit Administration (FTA)

History/Background: RTA reports that its original state fiscal year (SFY) 2020 grant program is listed in the NOACA SFY 2018 – 2021 Transportation Improvement Program and the majority of the program is as originally proposed in the TIP. RTA is adding four new projects to its FFY 2020 program and the TIP. RTA is also seeking to revise and amend five existing grants to address under-runs, over-runs, and revised priorities in its capital program impacting eleven TIP projects. RTA's revisions to the FFY 2019 and 2017 Capital Formula and FFY 2016 State of Good Repair grant programs reflect these revisions.

Proposed Project: RTA is applying for various sources of funds including Section 5307 Capital Formula, Section 5337 State of Good Repair Formula and Section 5339 Bus and Bus Facilities Formula for FFY 2020, as described below:

- The Section 5307 Capital Formula projects include Bus Replacement Program Vehicles and Spare Parts, Substation Improvement Program, Cuyahoga Viaduct Track Bridge, Light Rail Track Rehabilitation, Bus Spare Parts Program, Rail State of Good Repair, Bus Preventive Maintenance, Enhanced Rail ADA (Americans with Disabilities) Access, NOACA Unserved Areas Projects, (new) Rail Car Replacement Program, (new) Track Bridge over Conrail and (new) HVAC (Heating, Ventilation, and Air Conditioning) System Improvement Program.
- Section 5337 Rail Formula projects include Substation Improvement Program, Cuyahoga Viaduct Track Bridge, Light Rail Track Rehabilitation, Rail Spare Parts Program, Rail State of Good Repair Projects, Rail Preventive Maintenance, Rail Infrastructure Program, On-Call Rail Engineering, OCS (Overhead Catenary System) Rehabilitation Program and (new) Rail Utility Vehicle Prime Mover Replacement.
- Section 5339 Bus and Bus Facilities Formula projects include Bus Replacement Program Vehicles and Spare Parts.

RTA is also seeking to revise and amend five existing grants to address updated funding amounts, projected under-runs, over-runs and revised priorities in its Capital Program as described below:

- 2019 Section 5307 Capital Formula Grant – The grant is being revised and amended to account for decreased funding as well as to decrease Bus Preventive Maintenance and NOACA Unserved Area funding, shift Bus Vehicle Type funding, fund the West 117th Street Track Bridge and its Rail Car Replacement Program.
- 2019 Section 5337 State of Good Repair Formula Grant – The grant is being revised and amended to account for decreased funding as well as to decrease Rail Preventive Maintenance and West 117th Street Track Bridge funding and fund the Rail Car Replacement Program.
- 2019 Section 5339 Bus and Bus Facilities Formula Grant – The grant is being revised and amended to account for increased funding and to increase the funding for Bus Replacement Program Vehicles.

- 2017 Section 5307 Capital Formula Grant – The grant is being revised and amended to account for separating the design and construction phase costs for Light Rail Signal System, from East 79th Street to Shaker Square.
- 2016 Section 5337 State of Good Repair Grant - The grant is being revised and amended due to under-runs in the West Park Diamond Crossover and Red Line West Track Rehabilitation projects and to fund the (new) Rail Utility Vehicle Prime Mover Replacement.

Descriptions of the projects ([project descriptions](#)) in the RTA FY 2020 program, a list of projects and their associated costs by ALI (activity line item) are [available in pdf](#).

Staff Comment (Summary):

Intergovernmental Review and Consultation (IGRC):

Public Involvement:

Committee Review:

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
FFY 2020 GRANT PROGRAM
PROJECT DESCRIPTIONS**

Section 5307 Capital Formula (1237-2020-XXXX)

Bus Replacement Program - Vehicles - This project is part of a three-year program to replace a total of 105 vehicles that have reached the end of their useful life. Funds are programmed in 2020 to support the vehicle purchases.

Bus Replacement Program – Spare Parts - This project is part of a three-year program to replace a total of 105 vehicles that have reached the end of their useful life. Funds are programmed in 2020 grant for spare parts purchases.

Substation Improvement Program – This program is a multi-year program to reconstruct/rehabilitate our power substations to provide traction power along the rail network. Funds are programmed in 2020 for the construction and force account costs.

Cuyahoga Viaduct Track Bridge Rehabilitation – This project is to rehabilitate the Red Line track bridge over the Cuyahoga River and the east bank of the Flats. This is the first phase of the project. The bridge truss, superstructure and deck are in need of rehabilitation. Funds are programmed in 2020 in support of the construction, third party construction management and force account costs.

Bus Spare Parts - This project is to replace major bus components that require replacement during the 12 year life of a bus such as engines and bus maintenance equipment. Funds are programmed in 2020 for spare parts purchases.

Rail State of Good Repair Projects - This program funds the acquisition of equipment and materials and construction required to upgrade the rail line infrastructure on RTA's 34 miles of rail track. It will assist RTA in providing safer, faster rail service along the Red, Blue, and Green rail lines. Funds are programmed in 2020 to support this program.

Preventative Maintenance Bus – Preventive maintenance activities will include the purchase of inventory materials and supplies, equipment, as well as capitalized maintenance expenses (including mechanic labor) for bus operations.

Enhanced ADA Access - Rail - This program will utilize enhancement funds to fund the enhancement eligible items included in our various ADA Station Reconstruction and Rehabilitation projects. It represents a majority of GCRTA's annual enhancement projects. For 2020 it is focused improving rail station areas and includes purchase and installation of shelters and other amenities at our rail stations.

NOACA Unserved Area Projects – This program is for a small portion of the Urbanized Areas funds to be distributed by NOACA to the transit agencies within the region for projects that are competitively selected. The funds are carried in the TIP under GCRTA and non-GCRTA projects are then funded through sub-recipient agreements.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
FFY 2020 GRANT PROGRAM
PROJECT DESCRIPTIONS**

Rail Car Replacement Program - Vehicles - This project is part of a ten-year program to replace a total of 74 rail vehicles that have reached the end of their useful life. The first phase of the program will be the heavy rail vehicles (HRV). Funds are programmed in 2020 to support the vehicle purchases.

Track Bridge Rehabilitation over Conrail – This project is to rehabilitate the Light Rail track bridge over Conrail. The bridge superstructure and deck are in need of rehabilitation. Funds are programmed in 2020 in support of the design phase costs.

HVAC System Improvement Program – This program is a multi-year program to reconstruct/rehabilitate our HVAC systems at a number of facilities to upgrade monitoring, controls and equipment that have exceeded their useful life. Funds are programmed in 2020 for the design and project administration costs.

Section 5337 State of Good Repair Formula (1237-2020-XXXX)

Substation Improvement Program – This program is a multi-year program to reconstruct/rehabilitate our power substations to provide traction power along the rail network. Funds are programmed in 2020 for the design and project administration costs.

Cuyahoga Viaduct Track Bridge Rehabilitation – This project is to rehabilitate the Red Line track bridge over the Cuyahoga River and the east bank of the Flats. This is the first phase of the project. The bridge truss, superstructure and deck are in need of rehabilitation. Funds are programmed in 2020 in support of the construction costs.

Light Rail Track Rehabilitation Program – This program is a multi-year program to rehabilitate the Light Rail Tracks. The track bed, rail, ties, and drainage are in need of rehabilitation. Funds are programmed in 2020 for the design, construction, third party construction management and force account costs.

Rail Spare Parts - This project is to replace major rail car and equipment components that require replacement during the 30 year life of a rail car such as pantographs, trucks, systems and rail maintenance equipment. Funds are programmed in 2020 for spare parts purchases.

Rail State of Good Repair Projects - This program funds the acquisition of equipment and materials and construction required to upgrade the rail line infrastructure on RTA's 34 miles of rail track. It will assist RTA in providing safer, faster rail service along the Red, Blue, and Green rail lines. Funds are programmed in 2020 to support this program.

Preventative Maintenance Rail – Preventive maintenance activities will include the purchase of inventory materials and supplies, equipment, as well as capitalized maintenance expenses and maintenance of the rail track right-of-way. Funds are programmed in 2020 to support this program.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
FFY 2020 GRANT PROGRAM
PROJECT DESCRIPTIONS**

Rail Infrastructure Program - This project funds the acquisition of equipment and materials and construction required to upgrade the rail line infrastructure on RTA's 34 miles of rail track. It will assist RTA in providing safer, faster rail service along the Red, Blue, and Green rail lines. Funds are programmed in 2020 to support this program.

On-Call Rail Engineering Services - This project funds design services to support the GCRTA engineering department. Funds are programmed in 2020 to support this program.

Overhead Catenary System (OCS) Program – This program is the first year of a multi-year program to repair, replace, and upgrade catenary structures and overhead lines and appurtenances in order to achieve a state of good repair. Funds are programmed in 2020 to support the construction costs.

Rail Utility Vehicle - Prime Mover Replacement – This project is to purchase a self-propelled Prime Mover vehicle to replace the locomotive that has far exceeded its useful life. It will be used by GCRTA maintenance personnel as part of our ongoing internal track maintenance program. Funds are programmed in 2020 in support of the equipment purchase.

Section 5339 Bus Facility Grant (1237-2020-XXXX)

Bus Replacement Program - This project is part of a three-year program to replace a total of 105 vehicles that have reached the end of their useful life. Funds are programmed in 2020 to support the vehicle purchases.

Bus Replacement Program – Spare Parts - This project is part of a three-year program to replace a total of 105 vehicles that have reached the end of their useful life. Funds are programmed in 2020 grant for spare parts purchases.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
FFY 2020 GRANT PROGRAM AND REVISIONS TO FFY2019, 2017, AND 2016 GRANT PROGRAMS

ALI #	PROJECT & TASK DESCRIPTION	PID #	BUDGET	FEDERAL	LOCAL
Section 5307 FFY 2020 Capital Formula (1237-2020-XXX)					
11.12.01	Bus Replacement Program Vehicles	104528	\$2,000,000	\$1,600,000	\$400,000
11.12.06	Bus Replacement Program Vehicles	104528	\$1,800,000	\$1,440,000	\$360,000 *
11.12.40	Bus Replacement Program Spare Parts	104528	\$193,750	\$155,000	\$38,750
12.54.03	Substation Improvement Program Construction	104530	\$3,500,000	\$2,800,000	\$700,000
12.72.08	Substation Improvement Program Force Account	104530	\$75,000	\$60,000	\$15,000
12.24.05	Cuyahoga Viaduct Track Bridge Rehabilitation Construction	104534	\$6,697,443	\$5,357,954	\$1,339,489 *
12.71.04	Cuyahoga Viaduct Track Bridge Rehabilitation 3rd Party Contracts	104534	\$300,000	\$240,000	\$60,000 *
12.72.08	Cuyahoga Viaduct Track Bridge Rehabilitation Force Account	104534	\$600,000	\$480,000	\$120,000 *
11.12.40	Bus Spare Parts Program	104558	\$500,000	\$400,000	\$100,000
12.7A.00	Rail State of Good Repair Projects	104559	\$542,247	\$433,798	\$108,449
11.7A.00	Preventative Maintenance - Bus	104564	\$9,000,000	\$7,200,000	\$1,800,000 *
12.93.09	Enhanced ADA Access - Rail	104570	\$300,000	\$240,000	\$60,000
11.7A.00	NOACA Unserved Area Projects	104575	\$374,010	\$299,208	\$74,802
12.12.21	Rail Car Replacement Program Vehicles	110637	\$3,901,725	\$3,121,380	\$780,345 *
12.21.05	Track Bridge Rehabilitation over Conrail Design	110638	\$215,000	\$172,000	\$43,000 *
11.41.03	HVAC System Improvement Program Design	110639	\$250,000	\$200,000	\$50,000 *
11.79.00	HVAC System Improvement Program Project Administration	110639	\$150,000	\$120,000	\$30,000 *
Total			\$30,399,175	\$24,319,340	\$6,079,835
Section 5337 FFY 2020 State of Good Repair Formula (1237-2020-XXX)					
12.51.03	Substation Improvement Program Design	104530	\$250,000	\$200,000	\$50,000
12.79.00	Substation Improvement Program Project Administration	104530	\$25,000	\$20,000	\$5,000
12.24.05	Cuyahoga Viaduct Track Bridge Rehabilitation Construction	104534	\$1,230,000	\$984,000	\$246,000 *
12.21.03	Light Rail Track Rehabilitation Program Design	104553	\$200,000	\$160,000	\$40,000 *
12.24.03	Light Rail Track Rehabilitation Program Construction	104553	\$3,634,778	\$2,907,822	\$726,956
12.71.04	Light Rail Track Rehabilitation Program 3rd Party Const Mgmt	104553	\$200,000	\$160,000	\$40,000 *
12.72.08	Light Rail Track Rehabilitation Program Force Account	104553	\$620,000	\$496,000	\$124,000 *
12.12.40	Rail Spare Parts Program	104556	\$750,000	\$600,000	\$150,000
12.7A.00	Rail State of Good Repair Projects	104559	\$1,893,388	\$1,514,710	\$378,678 *
12.7A.00	Preventative Maintenance - Rail	104566	\$9,000,000	\$7,200,000	\$1,800,000
12.7A.00	Rail Infrastructure Program	104568	\$1,000,000	\$800,000	\$200,000
12.71.11	On Call Rail Engineering Services	104571	\$200,000	\$160,000	\$40,000
12.54.01	OCS Rehabilitation Program Construction	104994	\$2,000,000	\$1,600,000	\$400,000 *
12.12.24	Rail Utility Vehicle - Prime Mover Replacement	110640	\$300,000	\$240,000	\$60,000 *
Total			\$21,303,166	\$17,042,532	\$4,260,634
Section 5339 FFY 2020 Bus Facilities Grant (1237-2020-XXX)					
11.12.01	Bus Replacement Program Vehicles	104528	\$2,744,032	\$2,195,226	\$548,806
11.12.40	Bus Replacement Program Spare Parts	104528	\$73,000	\$58,400	\$14,600
Total			\$2,817,032	\$2,253,626	\$563,406
Section 5307 FFY 2019 Capital Formula (1237-2019-XXX)					
12.7A.00	Preventative Maintenance - Bus	90148	-\$1,873,177	-\$1,498,542	-\$374,635
11.12.01	Bus Replacement Program Vehicles	94963	-\$297,522	-\$238,018	-\$59,504
11.12.06	Bus Replacement Program Vehicles	94963	\$1,800,000	\$1,440,000	\$360,000
11.12.07	Bus Replacement Program Vehicles	94963	-\$1,175,000	-\$940,000	-\$235,000 *
11.7A.00	NOACA Unserved Area Projects	95019	-\$169,740	-\$135,792	-\$33,948
12.24.05	West 117th Street Track Bridge Rehabilitation Construction	104572	\$897,303	\$717,842	\$179,461 *
12.11.21	Rail Car Replacement Program Design	110637	\$365,826	\$292,661	\$73,165 *
Total			-\$452,310	-\$361,848	-\$90,462

Section 5337 FFY 2019 State of Good Repair Formula (1237-2019-XXX)

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
FFY 2020 GRANT PROGRAM AND REVISIONS TO FFY2019, 2017, AND 2016 GRANT PROGRAMS

ALI #	PROJECT & TASK DESCRIPTION	PID #	BUDGET	FEDERAL	LOCAL
11.7A.00	Preventative Maintenance - Rail	90149	-\$3,070,167	-\$2,456,134	-\$614,033 *
12.24.05	West 117th Street Track Bridge Rehabilitation Construction	104572	-\$897,303	-\$717,843	-\$179,460 *
12.11.21	Rail Car Replacement Program Design	110637	\$3,070,167	\$2,456,134	\$614,033 *
	Total		-\$897,303	-\$717,843	-\$179,460
Section 5339 FFY 2019 Bus Facilities Grant (1237-2019-XXXX)					
11.12.01	Bus Replacement Program Vehicles	94963	\$511,683	\$409,346	\$102,337
	Total		\$511,683	\$409,346	\$102,337
Section 5307 FFY 2017 Capital Formula Grant (1237-2018-002) Revisions					
12.61.01	CAB Signaling - East 79th to Shaker Square Design	90176	\$450,000	\$360,000	\$90,000 *
12.62.01	CAB Signaling - East 79th to Shaker Square Installation	90176	-\$450,000	-\$360,000	-\$90,000
	Total		\$0	\$0	\$0
Section 5337 FFY 2016 State of Good Repair Grant (1237-2016-055) Revisions					
12.24.03	Westpark Diamond Crossover Construction	99320	-\$323,013	-\$258,410	-\$64,603
12.24.03	Red Line - West Track Rehabilitation Program	102186	-\$1,428,095	-\$1,142,476	-\$285,619
12.12.24	Rail Utility Vehicle - Prime Mover Replacement	110640	\$1,751,108	\$1,400,886	\$350,222 *
	Total		\$0	\$0	\$0
	Grand Total		\$53,681,443	\$42,945,154	\$10,736,289

* TIP Amendment Required



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Bicycle and Pedestrian Advisory Council

FROM: Kathleen Sarli, Director of Planning

DATE: August 9, 2019

RE: **SAVE: NOACA's Plan for Transportation Safety**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND

NOACA has recently completed SAVE Plan; NOACA's Plan for Transportation Safety. The purpose of the SAVE Plan is to save lives in the NOACA region by identifying actions to reduce the most severe crashes that too often result in fatalities and serious injuries. The SAVE Plan was developed with the vision that traffic deaths and injuries can be prevented with appropriate planning, policies and programs, with a long-term goal of reducing the number of fatalities and serious injuries by 50% by the year 2040. The SAVE Plan provides direction that will enable NOACA and others to work together to set goals and work toward the vision this Plan establishes for the region.

Achieving a safer transportation network requires addressing the interaction among the infrastructure, vehicles and the skill and behavior of travelers. The SAVE Plan incorporates a "6 E's" approach into the safety planning process, acknowledging the key roles that engineering, education, enforcement, emergency response, evaluation, and equity all play in preventing severe crashes and saving lives. After evaluating 10 years of crash data to identify trends, ten emphasis areas associated with fatal and serious injury crashes were identified.

- Intersection
- Roadway Departure
- Young Driver
- Speed
- Impaired Driving
- Older Driver
- Motorcycle
- Pedestrian
- Distracted Driving
- Bicycle

At the meeting, the presentation will provide further information and detail the Plan. The full Plan is available on NOACA's website at this [link](#).

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

NOACA will develop and support key initiatives in partnership with other organizations to advance safe projects and to encourage safer traveler behavior.

KS/8231c



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Bicycle and Pedestrian Advisory Council

FROM: Kathleen Sarli, Director of Planning

DATE: August 9, 2019

RE: **2017 NOACA Safety Priority Lists**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND

One of the important elements of each year's Regional Safety Program is the identification of regional safety priority lists. NOACA safety priority locations were developed by evaluating historical crash performance at intersections and along roadway corridors. The safety priority lists consider the total number of all crashes and the combined number of just fatalities and serious injuries (FSI's) that have occurred at intersections or along one-mile defined-length corridors that make up the region's non-freeway road network.

Emphasis is placed on prioritizing safety at locations that experience fatalities and serious injuries, in order to align NOACA's priorities with the safety performance measures established under the current federal transportation funding bill (the FAST Act), which requires states to measure progress in reducing the numbers of fatalities and serious injuries.

Priority lists were developed in five specific areas on review of crashes occurring during the five-year period from 2013 to 2017:

1. Intersection FSI (based on a minimum of 4 or more FSI crashes)
2. Intersection Frequency (based on all intersection-related crashes)
3. Corridor FSI (based on a minimum of 5 or more FSI crashes over a one-mile defined length)
4. Corridor Frequency (based on all non-intersection related crashes over a one-mile defined length)
5. Pedestrian and Bicycle Corridors (based on a minimum of 3 or more FSI crashes over a one-mile defined length)

The locations identified on these safety priority lists can be view in a map-based format from the [GIS Portal](#) on NOACA's website and by selecting the "Safety" layer. The full list is available in PDF format on NOACA's website at this [link](#).

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Staff will continue to prepare regional safety priority lists on an annual basis to identify intersections and road segments that exhibit a high need for improvement due to the frequency and severity of crashes within the NOACA region.

KS/bmb/8228c



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Bicycle and Pedestrian Advisory Council

FROM: Kathleen Sarli, Director of Planning

DATE: August 9, 2019

RE: **Transportation for Livable Communities Initiative (TLCI) Program Update**

ACTION REQUESTED

No action is requested at this time. This item is included for information and presentation.

BACKGROUND

NOACA's Transportation for Livable Communities Initiative (TLCI) provides assistance to communities for integrated transportation and land use planning and projects that strengthen community livability. TLCI advances the goals of NOACA's Regional Strategic Plan by:

- Developing transportation projects that provide more travel options through complete streets and context sensitive solutions, increasing user safety and supporting positive public health impacts
- Promoting reinvestment in underutilized or vacant/abandoned properties through development concepts supported by multimodal transportation systems
- Supporting economic development through place-based transportation and land use recommendations, and connect these proposals with existing assets and investments
- Ensuring that the benefits and burdens of growth, change and transportation projects are distributed equitably by integrating accessibility and environmental justice into projects
- Enhancing regional cohesion by supporting collaboration between regional and community partners
- Provide people with safe and reliable transportation choices that enhance their quality of life

FINANCIAL IMPACT

None at this time.

CONCLUSION/NEXT STEPS

An application round is planned for this month.

KS/jt/8229c



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Bicycle and Pedestrian Advisory Council

FROM: Kathleen Sarli, Director of Planning

DATE: August 9, 2019

RE: **Active Transportation Event Calendar**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION

In order to keep BPAC members updated on the active transportation events in the region, an active transportation events calendar will be provided at each quarterly meeting.

Upcoming events prior to next BPAC meeting are as follows:

- Bike Cleveland: Bike Smart Class August 20; Fundo September 7; Bikes and Brew September 28
- September volunteer bike/ped counts: September 10-12
- Bike to Work day: September 28
- LTAP Designing for Pedestrian Safety NHI course: September 11 (ODOT D-12 Garfield Hgts)
- REEL Cycling Film Festival to benefit Northeast Ohio Safe Trails & Roads: November 3 (Akron)
- APBP webinars @ NOACA: August 21, September 18, October 16
- WTS Central Region Conference Bike Tour & Multimodal session: September 15 (Cleveland)
- WTS Towpath Stage 3 Tour: August 22
- Walk to School Day/Month: October 2
- ODOT SRTS Funding – Application Round Opens: January, 2020

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Council members are encouraged to attend and share this information with other interested parties.

KS/8230c

Agenda Item
No. 6

OLD BUSINESS

Agenda Item
No. 7

NEW BUSINESS

Agenda Item
No. 8

ADJOURN

